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FONASBA



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# THE NEW HORIZON



## THE FEDERATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS

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### PRESIDENT'S INTRODUCTION

Dear Friends,

When I wrote my introduction to issue 49 of this Newsletter, in April last year, we were at the very start of the COVID-19 pandemic (the World Health Organisation declared a pandemic on 11th March 2020) and it is fair to say that most of us had no idea that it would continue to dominate our lives one year on.

Despite its profound effects and the significant and far-reaching changes to the way we live, work, and socialise, one thing that has remained constant is the ability of the international maritime community to continue to operate and to ensure we have the food, fuel, commodities and resources necessary to allow life to continue as close to normal as possible. In doing so, it has been forced to adapt to the many, and often conflicting, restrictions that have been placed upon it. Seafarers have of course been most directly affected (and significant numbers of them continue to be so) but the skill, dedication and adaptability of the entire sector, agents and brokers included, in keeping supply routes open and cargoes moving, is something of which we can all be justifiably proud.

Overall, FONASBA, its members, and the ship agency and broking sectors have adapted well to the challenges thrown up by COVID-19. Ship agents have been forced to conform to new working practices, both on board the vessel and in the back-office, and this has allowed increased use to be made of new technologies based on the requirement for fewer, and socially distanced, visits to vessels and to work from home. By their nature brokers and association secretariats can more easily work from remote locations but they too have benefitted from the widespread use of enhanced messaging and videoconferencing applications. It is inevitable that as we all get back to normal, which we certainly will, many of these new technologies will remain with us and make our lives better and easier.

We are of course every much hoping that we will be able to meet in person at the Annual Meeting. Whilst the arrangements are now in place for a meeting in the traditional format, the pandemic situation in Europe is being kept under continuous review and alternative plans are ready should circumstances dictate that the meeting we all anticipate, want and need, cannot take place. Whilst we are planning for the worst, we are nonetheless hoping for the best and I very much look forward to welcoming you all to Antwerp later this year.

Until then, I thank you all for your continued support for FONASBA and its activities, many of which are reported on the following pages, and hope you all keep safe and well.

With my best personal regards,

**AZIZ MANTRACH**  
**PRESIDENT**

## COVID-19: FONASBA ACTIONS

For so long as COVID-19 continues to impact our lives, and sadly it shows no sign of giving up yet, FONASBA will maintain its watch on developments and keep members supported and up to date. Clearly, combatting the effects of COVID-19 on the maritime sector is a multi-sectoral task and therefore we will continue our engagement and cooperation with other international associations in advocating for the commercial maritime sector to be recognised as a vital part of the response to, and recovery from, the pandemic. The cross-industry group led by the International Chamber of Shipping is maintaining its fortnightly meetings and the primary focus of the discussion remains on ensuring that seafarers continue to be designated as essential workers and are allowed to travel to and from vessels. In addition, arrangements are being put in place to recognise their specific needs in respect of vaccinations.

Regrettably, the situation in relation to crew changes and repatriations has worsened somewhat in recent months as new COVID variants have emerged and countries have locked down again. Understandably, this has also impacted negatively on established travel corridors and crew-change protocols.

Clearly, vaccination offers a means to avert some of the travel restrictions but being able to organise two vaccinations between three and twelve weeks apart for those at sea is going to be problematic. It is therefore likely that the new Johnson & Johnson vaccine, that only requires one injection, will be better suited to needs of seafarers. Discussions are already underway amongst the shipowner and crewing agent members of the industry associations group as to how an effective and viable vaccination plan can be funded and implemented.

Whilst not limited to seafarers, the issue of mutual recognition of vaccinations and the difficult question of vaccination passports is also being monitored by the group. Many competing passport schemes are under development and how they will be recognised globally will have to be decided by national governments. Irrespective of the solution finally reached however, the multitude of programmes will place significant additional pressure on shipowners and crewing agents to ensure that the seafarers they are sending across the world are fully tested or vaccinated and provided with the correct documentation. **Recently there have been worrying signs of numbers of incoming and departing seafarers testing positive, which is putting lives at risk and jeopardising the whole crew change process. Ship agents therefore need**

**to carefully check records of tests taken, both to ensure their own safety and prevent the movement of infected crewmembers.**

As mentioned by the President in his introduction on the previous page, the need to reduce social contact on board vessels and to cope with enforced social-distancing and working from home instructions have forced ship agents to re-evaluate their practices and procedures for attending to the needs of the ship and to provide vitally-needed support to the crew, whilst keeping both the seafarers and their own employees safe.

Broad guidelines on the maintenance of safe contact between the ship and shore were issued by the international associations group in May last year (*COVID-19 Ship-Shore Personnel Interface Guidelines; circulated to members on 6th May 2020*) with FONASBA providing input on the needs of the ship agent. As it is clear that these measures will remain in place for some time to come, our Ship Agent Committee is in the early stages of drafting more detailed and specific guidance that builds on the original work to provide the ship agency sector with a useful resource combining up to date information with examples of best practice from across the membership.

Our COVID-19 updates, listing restrictions on ship calls and travel, as well as health precautions in place across the membership, continue to be issued regularly. To date, nearly 90 have been circulated and the current situation indicates that they will continue for the foreseeable future.

As with any global event of global significance, the pandemic has greatly increased the rate of technological development, and in the maritime sector this has manifested itself in the increased use of digitalisation across the maritime sector.

In a joint statement issued in June, FONASBA and other industry bodies welcomed the progress made and called for the momentum to be maintained as the pandemic retreats. (*Accelerating Digitalisation of Maritime Trade and Logistics - A Call to Action; circulated to members on 2nd June*).

These new developments will therefore require ship agents to re-evaluate the way they interact with other players in the transport chain and the "Inspiring our Future" - Digitalisation and Automation Committee (see page 7) will maintain a close watch on relevant developments and ensure that regular updates are circulated to members.

## FONASBA WEBINAR PROGRAMME EXTENDS GLOBAL REACH

As reported briefly in the previous Newsletter, the need to hold a virtual Annual Meeting resulted in the plenary sessions of the Standing Committees (Association Best Practices, ECASBA, Inspiring our Future (IoF), Ship Agent and Ship Broker) being held as webinars for the first time

Holding virtual meetings also allowed the ECASBA, IoF, Ship Agent and Ship Broker plenaries to be opened up to prospective and non-members as well as to the established FONASBA community. The new format also resulted in record numbers of participants attending each meeting. The recordings of the webinars were also uploaded to FONASBA's YouTube channel for offline viewing. Data collected by Assistant General Manager Victoria Marsh FICS for the Executive Committee after the webinar programme (summarised below) clearly demonstrated the success of the virtual meetings and their significantly extended reach and coverage compared to traditional physical meetings.

The first webinar was hosted by the newly-formed IoF Committee. Held on 9<sup>th</sup> December and moderated by IoF Chair Raymond Troch (Belgium), it looked at the new "bulkchain" initiative that plans to use collaborative data sharing to increase efficiency in the breakbulk sector, and the work of the Digital Container Shipping Association in setting global digitalisation standards for container shipping. It was attended by 98 participants, including those from prospective member Chile and from non-member Singapore. To date there have been a further 40 views of the webinar recording on YouTube.

The first webinar of 2021 was hosted on 13<sup>th</sup> January by Ship Agent Committee Chair Waldemar Rocha jnr. Entitled "Ship Agency in the Time of Covid" it featured presentations from the Danish Shipbrokers and Port Operators Association on keeping ship agents safe during their visits to vessels, on how to future proof the agency sector by Skysail Advisors and two presentations by FONASBA Regional Vice President Antonio Belmar da Costa on the impact of COVID on the container and cruise sectors. It was attended by 182 participants, including from non-members Chile and Switzerland. This webinar was also viewed offline 63 times.

The plenary webinar of the Ship Broker Committee took place two weeks later on 27<sup>th</sup> January, titled "Ship Broking the New Normal" and hosted by Chair Fulvio Carlini FICS. This webinar, attended by 129 participants live and 133 on YouTube, was structured as a discussion panel in which brokers from

Hamburg, New Orleans and Singapore discussed how they and their colleagues worldwide maintained contact despite the COVID-induced restrictions on travel, meetings and socialising, and how the broking sector would embrace and accommodate the changes in markets that are expected to follow.

The last of the series, coincidentally held exactly one year after its successful seminar in Brussels, was the European Committee (ECASBA) webinar. Hosted by Chair Marco Tak, it focussed on two major issues of interest to ship agents based in Europe, the introduction in 2022 of the Entry Exit System (EES) (see page 9) and of version 2 of the Import Control System (ICS 2.0) for customs reporting. The presentations were made by representatives of the European Community Shipowners' association (ECSA) and the DG-TAXUD, the Commission Directorate General for Taxation and Customs. Whilst understandably the participants were mainly from Europe, a number of participants were also present from elsewhere, including Costa Rica, Japan, Morocco, South Africa and the USA. This recording has since been viewed a further 159 times offline.

With the success of this webinar programme, and notwithstanding the expectation of holding a physical Annual Meeting in Antwerp later this year, it has been agreed by the Executive Committee that the webinar programme will continue in 2021 and the Committee Chairs are already working on identifying subjects and speakers for their next event, details of which will be circulated to FONASBA members and to the wider ship agency and ship broking communities.





## MEMBERSHIP NEWS ([www.fonasba.com/fonasba-member/fonasba-membership-list](http://www.fonasba.com/fonasba-member/fonasba-membership-list))

Since the last Newsletter, we are pleased to welcome four new Associate Members, namely:

Prime Marine Ltd., of Batumi Georgia,

Navigator Shipping Co. of Tripoli, Libya and

Macsons Shipping Agencies (Pvt) Ltd. of Tuticorin, India

Navex - Cabo Verde Agência de Navegação Lda. of Cabo Verde (Cape Verde).

All these companies are very welcome to the FONASBA family and as always we look forward to their active and enthusiastic participation in our activities.

With COVID-19 preventing travel across our membership network, our Regional Vice Presidents will be organising webinars across their areas of responsibility to enhance communication and the exchange of ideas amongst members. Information on the dates and content of the webinars will be circulated to members in the region shortly.

## EDUCATION ([www.fonasba.com/education-and-training](http://www.fonasba.com/education-and-training))

**The deadlines for submitting initial synopses and the final paper for the 2021 Young Agent and Broker award have been extended as follows:**

- Initial synopses to be received by **Monday, 31st May**
- Completed papers (final entry) to be returned by **9th July**
- Winner to be announced on **14th August** (unchanged)

Initial synopses should be sent to the Secretariat ([admin@fonasba.com](mailto:admin@fonasba.com)) by close of business on 31st May.

It has also been decided that the Award will only run if 5 or more final entries are received. If not, any entries received will be carried over to the 2022 Award. Further details of the revised entry criteria can be found at: [www.fonasba.com/young-agentbroker-award](http://www.fonasba.com/young-agentbroker-award)

The FONASBA Agent Diploma continues to attract students from across the membership. To date more than 350 students have registered and nearly 170 have successfully completed the course and received their Diplomas. Full details of the scope and coverage of the Diploma, and how to register and enter students, can be downloaded from the FONASBA website at: [www.fonasba.com/education-and-training/fonasba-agent-diploma](http://www.fonasba.com/education-and-training/fonasba-agent-diploma)

**REMINDER:** The opportunity to access the significant volume of information held within our Federation is an extremely valuable resource and one that should be shared freely and widely between members. It is also one of the benefits of membership that we most actively promote during our exchanges with prospective new entrants.

Each enquiry represents a member seeking support, and it is therefore important that all other members, both Full and Associate, contribute to the surveys and by so doing provide the initiating member with as much information as possible, and across the broadest range of countries, to assist them with the issue they are facing.

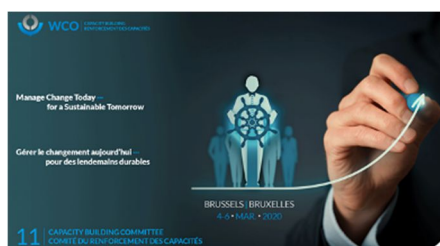
At present the average response rate for surveys across the entire FONASBA membership over the past year is 49% and for those addressed to ECASBA members only, it is 53%. Your help in raising those percentages and therefore supporting your fellow members will therefore be greatly appreciated.

## [training/fonasba-agent-diploma](http://www.fonasba.com/education-and-training/fonasba-agent-diploma)

Pictures of some of the most recent successful candidates are reproduced on the Photo pages.

**REMINDER:** Members looking for training are reminded that we have agreements with the World Customs Organisation and the International Chambers of Commerce to allow access to their courses.

Companies in membership of FONASBA national associations, as well as Associate members, can secure discounted access to the courses through links on the FONASBA website. Details of the courses offered by both WCO and ICC, and detailed instructions on how to access them, are provided in the flyers reproduced on the following pages. Further information (and .pdf copies of the flyers) can be found on the website at: [www.fonasba.com/world-customs-organisation-customs-training-courses](http://www.fonasba.com/world-customs-organisation-customs-training-courses) and [www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses](http://www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses)





# FONASBA

## WCO CUSTOMS TRAINING

### FONASBA/WCO CUSTOMS TRAINING

#### Essential knowledge for success in dealing with customs formalities

Customs regulations are complex, and failing to complete them correctly and on time can be expensive for your company and for your principals. Staff who make customs entries must have a thorough understanding of international customs conventions and their impact on global trade. FONASBA has therefore linked up with the WCO Academy to make its e-learning packages available to FONASBA national association member companies like yours at discounted rates†.

#### Why use the WCO Academy?

- **More than 40 subjects offered**, including: Customs Valuation, the Harmonised System, Single Windows, the Authorised Economic Operator Scheme, the SAFE Framework of Standards and the Trade Facilitation and Kyoto Agreements.
- **The courses are delivered by e-learning** and in English, with some also delivered in French, Spanish and Portuguese. Free “taster” sessions are also offered on some subjects.
- **Working with WCO** ensures that the courses will always up to date and relevant to current practice.
- **Discounted access to the courses is only available through the dedicated page on FONASBA's website at:** [www.fonasba.com/world-customs-organisation-customs-training-courses](http://www.fonasba.com/world-customs-organisation-customs-training-courses). Courses booked directly with the WCO Academy will be charged at the full rate.

**Support your principals and maintain your company's customs compliance record by ensuring you have competent and fully trained customs agents!**



†The prices of the courses vary by subject and the level of discount depends on the number of courses purchased in each transaction.





# FONASBA

## FONASBA/ICC GLOBAL TRADE TRAINING

*Navigating the complexities of global trade and finance*

Running in parallel with the need for detailed knowledge of customs procedures, an awareness of global trade procedures and the financial instruments and documentation that underpin it are also essential for ship agents. FONASBA is therefore offering the International Chambers of Commerce (ICC) Academy e-learning packages to national association member companies like yours at discounted rates†.

Why use the ICC Academy courses?

- Nearly 50 subjects offered, including: Incoterms®2020, Trade Finance, Guarantees, Letters of Credit and Documentary Credits. Individual courses, as well as packages and bundles, are also available. The full catalogue of courses can be found at: <https://icc.geniussis.com/registration.aspx>
- The courses are delivered by e-learning and in English, with the Incoterms®2020 course also being available in Spanish.
- Working with ICC ensures that the courses will always up to date and relevant to current practice.
- Discounted access to the courses is only available through the dedicated page on FONASBA's website at: [www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses](http://www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses)†
- Courses booked directly with the ICC Academy will be charged at the full rate.

**Ensure your company is fully conversant with all aspects of global trade and finance by signing up to the ICC Academy courses.**

ICC GLOBAL TRADE COURSES



†The prices of the courses vary by subject and the level of discount depends on the number of courses purchased in each transaction.

## QUALITY STANDARD ([www.fonasba.com/fonasba-initiatives/fonasba-quality-standard](http://www.fonasba.com/fonasba-initiatives/fonasba-quality-standard))

There have been no new countries added to the FONASBA Quality Standard since the last newsletter, but one of our largest members is working with the Secretariat on developing its criteria and we hope to be able to report on approval of same very soon.

Currently, the full list of countries accredited is: Algeria, Argentina, the ABC Islands (Aruba, Bonaire and Curaçao), Australia, Belgium, Brazil, Bulgaria, Costa Rica, Croatia, Cyprus, Denmark, Dubai, Egypt, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, Israel, Italy, Japan, Jordan, Kenya, Lebanon, Lithuania, Malta, Mexico, Morocco, Mozambique, the Netherlands, Peru, Poland, Portugal, Romania, Russia, Slovenia, Spain, Sweden, Tunisia, Uruguay and the USA.

Whilst the range of countries covered by the FQS has not increased, the number of companies approved continues to rise with the total now hovering just below 600.

**REMINDER:** Our FQS video is available to help promote the Quality Standard to association boards,

eligible companies within our associations and the wider maritime sector. In addition to background information on the Standard itself, the video includes interviews with Michele White of INTERTANKO, Søren Larsen and Francis Sarre of BIMCO and General Manager Jonathan C. Williams FICS, in which they explained the rationale behind the initiative and, in the case of BIMCO and INTERTANKO, their ongoing support for it. The Standard is of course also fully supported by Club members INTERCARGO and ITIC but for logistical reasons those organisations were not available for interview, although their support is duly acknowledged in the video.

The video can be viewed on the Quality Standard page of the website: [www.fonasba.com/fonasba-initiatives/fonasba-quality-standard](http://www.fonasba.com/fonasba-initiatives/fonasba-quality-standard) and on our YouTube channel. A link is available from the Secretariat to allow it to be shown offline at association board meetings or elsewhere as required.



## STANDARD DOCUMENT UPDATE ([www.fonasba.com/documentation](http://www.fonasba.com/documentation))

The project to revise the UNCTAD Minimum Standards, initiated by FONASBA in early 2018, came to fruition late this month with the approval of the latest draft at the plenary meeting of UN/CEFACT. The text is now undergoing final checking by the UN/CEFACT Bureau ahead of publication as an official document. General Manager Jonathan Williams, who led the UN/CEFACT review group, said he was very proud that FONASBA had played a leading role in the project, which was an excellent example of

cooperation across a number of organisations represented in the drafting group.

Ship Broker Committee Chair Fulvio Carlini FICS, has reported that formal approval of the new GENCON form has been delayed as a result of a high level of responses to the industry consultations, which have led to some significant redrafts of a number of clauses. As a result, the form is not now expected to be approved before November.

## “INSPIRING OUR FUTURE” COMMITTEE STARTS WORK

FONASBA’s newest Standing Committee, led by Raymond Troch of Belgium, was established at the 2020 Council Meeting with the express intention of reviewing developments in digitalisation and automation processes relevant to ship agents and ship brokers, and ensuring that members are kept fully updated.

The Committee comprises the following members:

Raymond Troch (Belgium) - Chair

Julio Delfino (Argentina) - Vice Chair

Jason Kelly (USA)

Ricardo Lince B (Panama)

Jesper Sebbelin FICS (Denmark)

In his introduction letter to the new members of the Committee, the Chair gave an insight to how the impact of the new and emerging technologies will be felt by ship agents, stating: “We all know that digital disruption opens great opportunities for growth and innovation and we have also to accept the challenges. Our business model will change whether we like it or not. Enhanced digitization and collaboration in the maritime transportation sector, through implementation of digital data sharing, is an inevitable and unavoidable change and one that will affect the ship agent’s business”.

We wish the Committee every success and look forward to it’s input to FONASBA’s future work programme.

## EUROPEAN DEVELOPMENTS

### ECASBA BRUSSELS REPRESENTATION

ECASBA's coverage of European issues is set to receive a significant boost in the coming weeks with the appointment of a part-time Brussels-based representative. Following endorsement of the proposal by the Executive Committee, the search is currently on for a suitable candidate who will maintain a watch on relevant developments and report to the ECASBA Chair and Advisory Panel. This will significantly increase the flow of information to the Panel and assist in the development of ECASBA's policies on issues of interest to members.

ECASBA Chair Marco Tak said "We are very pleased to be able to fulfil the long-held desire of the ECASBA members to enhance our representation within the EU institutions. Having someone on the ground in Brussels and feeding in to the Advisory Panel will bring significant added value to ECASBA and the work it undertakes on behalf of its members."

Further information on the appointment of the representative will be circulated to Members shortly.

### POSITION PAPERS

ECASBA regularly reviews the scope of its position papers to ensure they remain relevant to the needs of the members. The latest paper to be developed covers the impact of the Schengen Visa Code and the soon to be introduced Entry Exit System (EES) on the maritime sector, and specifically on crew changes and the cruise sector. ECASBA's concerns about the EES are detailed in the following section.

The other papers in the series cover:

- Harmonisation of Border Controls - General
- Customs Procedures
- E-maritime, Single Windows, Digitalisation
- Recognition of Agents

The paper on Veterinary Checks has been withdrawn due to beneficial changes to the relevant legislation rendering it obsolete.

### POLICY ACTIONS

ECASBA's policy direction continues to be directed by its policy papers (see above) and its current priorities include actions relating to customs developments, eMaritime (primarily single windows) and the introduction of the EES.

A extensive and detailed customs report by Customs Working Group Coordinator Hilde Bruggeman, was sent to ECASBA members on 23<sup>rd</sup> April and a copy is available on request. In brief it covered:

- Amendments to the Union Customs Code (UCC) Delegated and Implementing Regulations (DA/IA)
- An interim evaluation of the implementation of the UCC
- Final proposals for the modernisation of EU Export Controls
- An update on the current status of customs IT systems across the EU
- Proposals for the establishment of a €1 billion fund to finance customs control equipment
- Start of operations by the European Public Prosecutors Office to address customs fraud under the provisions of the PIF Directive
- An update on the Commission's Customs Action Plan 2025
- An update on ECASBA's internal customs action plan

On eMaritime, and specifically the European Maritime Single Window environment (EMSWe) project, our representatives Jesper Sebbelin FICS, Captain Peter Langbein and Bastian Güttner are continuing to monitor developments within the High Level Steering Group and data thematic teams hosted by DG-MOVE, whilst ECASBA Chair Marco Tak and General Manager Jonathan Williams are working with other European industry organisations to ensure the project remains on track and ultimately introduces an effective and efficient electronic ship reporting regime. The present actions are largely informed by a report issued by four Member States, coordinated by the Netherlands, that identified five major vulnerabilities in the current Commission plans, namely:

- The scope and size of Part C (local or port-specific reporting requirements) of the reporting database. Currently this extends to more than 1,200 items.
- Inclusion of the provision of the Safe Loading and Unloading of Bulk Carriers Directive (2001/96) in the draft regulation
- Issues relating to the use and reuse of data
- Development of the ship database
- Harmonisation between the new Customs Import Control System (ICS2) and the EMSWe

In addition, ECASBA continues to support the use of a graphical user interface (GUI) as a means of data entry and the use of harmonised spreadsheets for completion by the Master prior to arrival. To support

*Continued on page 9*



## EUROPEAN DEVELOPMENTS/2

*Continued from page 8*

these actions, ECASBA wrote in some detail to all member associations in March and followed this up with the issuing of a public statement summarising its position on this issue. A copy of the statement can be found on page 10.

The introduction in 2022 of the Entry Exit System will provide the Schengen Area with an electronic, biometric-data based, immigration control system to replace manual checking of passports and visas. Regrettably for such a significant programme, the Commission (DG-HOME) has so far been reluctant to discuss it in detail with the maritime sector as a whole, limiting its consultations with the major passenger carriers, represented in the maritime sector by shipowners (ECSA) and cruise sectors (CLIA Europe). ECASBA, together with the port authorities (ESPO) and ferry operators (INTERFERRY) have been working to access the discussions to clarify the impact the new regime will have on crew changes and passenger reporting and processing.

The concerns of the port and ferry operators relate to the time required to process passports for incoming passengers and the equipment required to do so. Self-

evidently any delay in boarding or disembarking ferries will have a detrimental effect on the sailing schedules. ECASBA's main concern is that many seafarers still use non-biometric identification documents (seaman's books) issued under ILO Convention 108, as to date only 35 countries have ratified ILO Convention 185 that allows for the issue of biometric books. It is therefore vital to ensure that C108 books can still be used without causing delays to crew changes.

A meeting of all parties, including DG-HOME and DG-MOVE, took place on 4<sup>th</sup> May and we are pleased to report that DG-HOME have confirmed that the current provisions and facilitations for seafarers in Article 7.3 of the Schengen Visa Code (Reg. 2016/399) will remain unchanged after the introduction of the EES.

Whilst on the subject of immigration controls, alongside introduction of the EES, 2022 will see the introduction of the European Travel Information and Authorisation System (ETIAS) that will provide an electronic visa-waiver scheme for citizens of nominated third-countries. The ETIAS will operate in a similar way to the ESTA programme in use in the USA. Further information can be found at: <https://etias.com>

## WORLD MARITIME DAY/DAY OF THE SEAFARER 2021

Perhaps not surprisingly, IMO's World Maritime Day 2021, on 30<sup>th</sup> September, highlights the role of seafarers and their plight over the past year as COVID prevented crew changes and forced thousands to remain stranded on their vessels way beyond the end of their contracts, whilst their replacements remained at home and unable to work.

The Day of the Seafarer, 25<sup>th</sup> June, is another opportunity to recognise the contribution of our seagoing colleagues. This year it is again expected the day will be marked by vessels sounding their horns at noon.

Further information on both days will follow.



# ECASBA DECLARATION



## E-MARITIME, SINGLE WINDOWS, DIGITALISATION

### NOTING THAT:

The use of electronic applications and processes for the receiving, handling and distribution of data between the ship and the shore for the purposes of compliance with statutory reporting obligations, collectively known in the context of this paper as e-Maritime, continues to grow, driven by the need for operational efficiency and to reduce the administrative burden on ship masters, ship agents and others in the maritime transport chain.

### RECOGNISING THAT:

The primary purpose of any developments or new processes in e-Maritime for ship agents is to reduce the burden of compliance with statutory ship reporting obligations.

### ECASBA DECLARES THAT:

- All EU Member States should ensure that the reporting of ship data is exclusively in electronic format and that all statutory authorities are able to receive data by that means
- All ship reporting, irrespective of the receiving authority, should be effected through one portal: "Single means Single"
- Existing means of inputting data, whether single windows or port community systems, should be retained, as should the use of both web-based (GUI) and machine to machine interfaces
- Data inputting processes should be technology-neutral
- All EU Member States should collect the same data
- Recognising the international nature of shipping, data collection should be consistent worldwide. The European Commission should therefore give consideration to adopting the dataset being developed by IMO and the World Customs Organisation, or another dataset with equivalent international recognition
- Data must be shared between authorities and across Member States in order to reduce the need for repeated filings by ships: "Reporting Once"
- Authorities should undertake a thorough review of the data collected and cease to require any found to be redundant
- Authorities must recognise that the ship agent is not responsible for the accuracy of the data provided, only for ensuring that it is provided to the correct party at the correct time and in the correct format.

**Date Issued: February 2021**

**PHOTO PAGES: FOR MORE PICTURES GO TO OUR FACEBOOK PAGE ([www.facebook.com/fonasba](http://www.facebook.com/fonasba))**



*Once again we have pleasure in acknowledging the success of new Agent Diploma candidates from (left) Argentina, Germany and Mexico and (below) Morocco. Our congratulations go to all of them.*

